

Martell's Brandies

are known and asked for all over the World.

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
458

The China Mail.

ESTABLISHED 1845.

D. C. L. Old Tom Gin.

The most palatable Gin on this market.

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
458

No. 12,834

號七十月五年四零百九千一英

HONGKONG, TUESDAY, MAY 17, 1904.

日三初月四年辰甲

PRICE, \$3.00 Per Month

TO SMOKERS.

DUTCH CIGARS.

HAVANA CIGARS

J.A. INDUSTRIAS,.....86 per Box of 100.

PREDELECTAS,.....815 per Box of 100.

Packed in Boxes of 50, \$7.50.

ANDALUZAS,.....830 per Box of 100.

Packed in Boxes of 25, \$7.50.

MACWEN, FRICKEL & CO.,
3, DUDELL STREET.
Hongkong, April 4, 1904. 2547

Intimations.

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. THOMAS HIRSH REID in the Business of the "CHINA MAIL" ceased from To-day (May 10), and the Business will in future be carried on by the Undersigned.
GEORGE MURRAY BAIN.
Hongkong, May 10, 1904.

NOTICE.

MR. H. M. BAIN is authorized from this date, to sign my name per presentation.
GEORGE MURRAY BAIN.
Hongkong, May 10, 1904.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1861

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept Risks at Current Rates.
ALEX. ROSS & CO.
Hongkong, April 28, 1904. 907

CANADIAN PACIFIC RAILWAY COMPANY

NOTICE.

FROM THIS DATE and during my absence from Hongkong, Mr. D. W. CRADDOCK will be in CHARGE of this Company's Business.
D. E. BROWN, General Agent.
Hongkong, May 11, 1904. 904

NOTICE OF REMOVAL.

DR. KEW, BROTHERS & CO. have this day REMOVED their Dental Surgery to ALEXANDRA BUILDINGS, (3rd Floor).
Hongkong, May 2, 1904. 845

DR. NEWELL WILSON,
DR. WILLIAM DANIEL,
DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEE.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31 QUEEN'S ROAD CENTRAL

(First Floor, WATSON BUILDING).

Hongkong, February 18, 1904 2206

THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

H. M. THE KING
and
HER PRINCE OF WALES

Supplied at all the leading Hotels and Restaurants, and to be obtained from J.A.M. CRAWFORD & Co., Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

SHIPBUILDERS, ENGINEERS, BOILERMAKERS, BRASS & IRON FOUNDERS

REPAIRS PROMPTLY ATTENDED TO.

COAST AND RIVER STEAMERS, WATER BOATS,

LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS: KOWLOON BAY.

OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PAINTS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,383 tons, Captain R. D. Thomas.
S.S. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. FATSHAN, 2,260 tons, Captain W. A. Valentini.
S.S. HANKOW, 2,073 tons, Captain B. Branch.
S.S. KINSHAN, 2,880 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

S.S. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer Months the time of leaving fluctuates to suit the tide at Macao. For further particulars, see special time table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SAINAM, 688 tons, Captain J. Willcox.

S.S. NANNING, 609 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips (about five days). These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

KING'S HOTEL, LD.

(PORT EDWARD), WEIHAIWEI.

THE Finest and Safest Summer Resort in North-China during the present troubles.

NOTED FOR ITS HOMELY COMFORT, SCRUPULOUS CLEANLINESS, AND SATISFACTORY CATERING. MODERATE RATES.

For daily and/or monthly rates and further particulars, kindly apply to the undersigned. Visitors disinclined to go to Japan as usual should give Weihaiwei a trial, where also Cleanliness and Good Sanitation are enforced, amongst the unusually small native population, by the British Authorities.

N.B.—The newly built Japanese Sulphur-Baths, strongly recommended by the Medical Faculty, are the finest in the Orient, with Sitting-Rooms, Charming View and surroundings.

JNO. A. W. LOUREIRO, Manager, "KING'S HOTEL".
8711 May 6, 1904.

WILLIAM MACLEOD, D.D.S., DENTIST.

11 & 12, BEAUFIELD ARLADE, Hongkong, September 22, 1903. 1768

CHANGE OF ADDRESS.

WILKINSON, HEYWOOD AND CLARK, LTD., (Proprietors of David Storer and Sons) HAVE REMOVED to ALEXANDRA BUILDINGS (3rd Floor).

W. D. GRAHAM, Manager.
Hongkong, May 4, 1904. 859

THE GOREPORE CO., LTD., CALCUTTA.

Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.

W. R. LUXLEY & CO., Sole Agents, Hongkong.

Cable Address "LUXLEY", Hongkong. Hongkong, July 22, 1903. 1519

N. O. S. PEDDER'S HILL & ANNEX to the HOTEL AMERICA, now most elegantly FURNISHED. ROOMS with or without Board. Monthly Boarders accepted.

Apply within.
Hongkong, April 19, 1904. 741

PURE LINSEED OIL

Awarded Bronze Medal at the Paris Exhibition, 1900.

Gold Medal at the Indian Industrial Exhibition 1883, 1900 & 1901.

MANUFACTURED BY

THE GOREPORE CO., LTD., CALCUTTA.

Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.

W. R. LUXLEY & CO., Sole Agents, Hongkong.

Cable Address "LUXLEY", Hongkong. Hongkong, July 22, 1903. 1519

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos "Dagor," "Demon," and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Taps, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Wood.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insertions, and Rope.

Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oils always in hand.

Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.

Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.

Asbestos Packed Cocks, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.

BRADLEY & CO., Managers, Hongkong.

Office, 6 Des Vaux Road, opposite King Edward Hotel entrance.

LANE, CRAWFORD & CO.

MUSICAL DEPARTMENT

NEW MODELS OF PIANOS JUST RECEIVED FROM:—

BRINSMEAD, BROADWOOD,

COLLARD and COLLARD,

CHALLEN and SON,

and DORNER.

N.B.—NEW GENUINE Instruments from the above

Makers are to be had in Hongkong from **LANE, CRAWFORD & CO. ONLY.**

Hongkong, May 10, 1904.

MAC LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from

LANE, CRAWFORD & CO., SOLE AGENTS.

Hongkong, May 6, 1903. 988

HANS WEISMANN

BEGS to inform the Public of Hongkong, that he has OPENED HIS NEW PREMISES,

34, QUEEN'S ROAD CENTRAL,

(OPPOSITE POST OFFICE).

As a Fine and First-Class Stylish Café and Restaurant, with every comfort. Special care is taken of the Ladies' Room and Toilettes. European Lady in attendance.

Special Ice Cream and Refreshment Parlour. Electric Light and Fans fitted throughout the Whole Premises.

Monthly arrangements for Breakfast, Luncheon and Dinner.

The New Cash Register will give you against cash a coupon, with 3% rebate, which will be paid out in Goods from the amount of \$2.00 rebate, and will show you the amount of purchase and what you purchase.

OPENED—from 8.30 a.m. to 10.30 p.m.

CATERING FOR ALL KINDS OF PARTIES UNDERTAKEN.

Please note that a SODA ICE FOUNTAIN will arrive NEXT WEEK from the U.S. of America.

HANS WEISMANN.

Hongkong, May 13, 1904. 911

KELLY & WALSH, LTD.

PRINTING

OF EVERY DESCRIPTION AT

THE LOWEST POSSIBLE

PRICES CONSISTENT WITH

GOOD WORKMANSHIP, UNDER

EXPERIENCED EUROPEAN SUPERVISION.

PEAN SUPERVISION.

NEW TYPE.

NEW PLANT.

ESTIMATES FREE.

COMMERCIAL

STATIONERY.

BOOKBINDING

IN ANY STYLE BY EXPERIENCED WORKMAN.

ACCOUNT BOOKS

MADE TO ORDER, ANY STYLE

OF BINDING OR RULING, AT

SHORTEST NOTICE.

VISITING CARDS

FROM PLATE OF LETTERPRESS.

INDIA-RUBBER

STAMPS

TO ANY DESIGN.

W. BREWER & CO.

A DIARY OF THE RUSSO-JAPANESE WAR WITH MAPS AND

ILLUSTRATIONS. PARTS 1, 2 & 3 NOW READY.

50 Cents Each.

TENNIS RACKETS.

TENNIS BALLS.

TENNIS SHOES.

TENNIS PRESSES.

ORIORET GEAR.

FOOT-BALLS.

BADMINTON.

LAWN BOWLS.

BEST ENGLISH MAKE: GENTLEMEN'S BLACK AND BROWN

BOOTS AND SHOES.

NEWEST BOOKS BY EVERY ENGLISH MAIL.

A Very Large Stock of NOTE PAPER and ENVELOPES by the Leading Makers.

Business Notices.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net, \$4.75 per cask, ex Factory

In bags of 250 lbs net, \$2.85 per bag, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Cutler, Palmer & Co.,

LONDON

(Wine Shippers to China since 1816).

Have always Stocks of their well-known Brands with

Hongkong, 16th July, 1901. **SIEMSEN & CO.** 1444

CHAMPAGNES

... FROM ...

CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN

HONGKONG HOTEL.

REPLETE WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS.

READING AND PRIVATE BILLIARD ROOMS.

EUROPEAN CUP.

CONNAUGHT HOUSE HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Services for Guests.

For Terms, apply THE MANAGER.

VICTORIA DISPENSARY,

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.

LEMONADE. GINGER ALE.

SARSAPARILLA. RASPBERRYADE.

TONIC WATER. LEMON SQUASH.

FRUIT SYRUPS.

LEMON, LIME JUICE, STRAWBERRY, RASPBERRY, PINEAPPLE, etc.

Special Terms to Hotels, Clubs, Messes, and other Large Consumers.

THE EUROPEAN BAKERY,

34, QUEEN'S ROAD CENTRAL and 2A, D'AGUIAR STREET.

BEGS to inform the Public of Hongkong that the New Steam Ovens are working, and a First-Class Bread is supplied to Customers. There is also a Bread Making and Dividing Machine coming from Home, for the sake of Cleanliness, and will be here by September next.

The European Bakery supplies the following sorts of Bread, viz:—
HOME BAKED, 12 cents per Pound. RYE (Russian), 12 cents per Pound.
MILK ROLLS, 2 Pieces, 6 cents.
BROWN (American), 10 cents per Pound. SANDWICH LOAVES, 8 cents per Pound.

SPECIALITY.

WIENER TAFELBROT, 12 cents per Pound.

(VIENNA DINNERS BREAD).

FRENCH BREAKFAST BREAD, 12 cents per Pound. Hungarian Wheat and Milk.

MILK ROLLS, 2 Pieces, 6 cents.

MACAO BREAD AND TEA CAKES.

ALL SORTS OF CAKES, SMALL ASSORTED, ETC., ETC.

Wedding and Birthday Cakes, decorated; French and German Tarts—all of the Best Material only.

Ice Creams, Puddings, Creams, delivered to Customers' Houses. Everything made on the Premises. Inspection Invited.

Prompt attention given to all Orders.

MAKES ADDRESS: 'A.CHEE & CO., HONGKONG, L. & CO. 4th EDITION.

ESTABLISHED 1859.
A CHEE & CO

利廣
No. 17,
QUEEN'S ROAD,
HONGKONG.

**Furniture
Dealers.**

**DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.**

**ELECTRO-PLATED,
GLASS and
CHINA WARES.**

**PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.**

**COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.**

POWELL'S

New Premises

OPEN ON
TUESDAY, 17th MAY,

IN
ALEXANDRA

BUILDINGS,

DES VUEUX ROAD.

FANCY DEPARTMENTS

ON
GROUND FLOOR.

**Lift to Dressmaking and
General Furnishing
Departments.**

Every Comfort

AND

Convenience

FOR

Customers.

See Our

WINDOW DISPLAY.

IMPORTANT—On MONDAY, 16th.

all Departments excepting

Groceries, which are closed for purpose

of REMOVAL.

POWELL, Ltd.

TRADE MARK.
TELEPHONE No. 135.
THREE PLACED WHISKIES:

1st—**KING EDWARD VII.**
VERY OLD LIQUEUR.
Gold Label\$22.50

2nd—**KING EDWARD VII.**
LIQUEUR
White Label\$16.50

A Good 3rd—
'CLUB' \$15.00

A Whisky that is perfect with 'TAN-SAN' Water.

SOLE AGENTS:

H. PRICE & CO.,
12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Auction.
2.45 p.m.—Auction of Household Furniture, at No. 13, Salisbury Avenue, Kowloon.

Amusements.
9 p.m.—Performance at City Hall.

Miscellaneous.
Goods per Theodor Wille undelivered after this date subject to rent.

General Memoranda.
WEDNESDAY, May 19—
9.30 p.m.—Auction of Household Furniture, at Officers' Quarters, Central Police Station.

FRIDAY, May 20—
2.30 p.m.—Auction of Valuable Household Furniture, at Nos. 62 and 12, Hollywood Road.

MONDAY, May 23—
Exchange Books Close.
Goods per Tienan not cleared at 4 p.m. on this date subject to rent.

Goods per Australien undelivered after this date at Noon will be subject to rent and landing charges.

WEDNESDAY, May 25—
11 a.m.—Meeting of Shareholders of The Fungion Mining Co., Ltd., in the Company's Office.

A. S. WATSON & CO.,
LIMITED.

THE LEADING MANUFACTURERS

OF

WATERS

IN THE FAR EAST.

ERATED WATERS of our manufac-

ture, made under constant European

expert supervision, are sold throughout

the Far East and are invariably pre-

ferred on account of their excellence.

THE MACHINERY in use embodies

every improvement known up to date.

ABSOLUTE PURITY is guaranteed.

THE BEST MATERIALS only are

used.

THE PRICES ARE only half those

charged in England.

WATERS MANUFACTURED BY

US are acknowledged by the leading

English makers to be equal to those of

any other country.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY,

HONGKONG.

Established A.D. 1841.

May 7, 1904.

The publication of this issue commenced at 9.30 a.m.

The China Mail.

HONGKONG, TUESDAY, MAY 17, 1904.

In few things are the maps of Chi-

na's deterioration more visible than in

the condition of her roads and bridges.

At no time in the past do the roads

seem to have been the wide arteries

of commerce that Rome in ancient

days justified by the name of 'way,'

much less anything approaching the

broad macadamised level road of modern

times. But narrow and winding

though all Chinese roads are, mere

footpaths to our more liberal ideas of

what a road should be, yet here and

there, as they climb over hill and moun-

tain, and anon descend into valley

and plain, we come upon marks of

former greatness, proofs that, in pre-

vious centuries at least, men knew

how to plan a good road so as to last

for more than a few fleeting years.

In the southern and western region

of the Fukien Province, there is every

variety of road, from the narrowest

track between rice-fields, mere slip-

pery mud in wet weather, to a well-

paved substantial road, though seldom

wide enough for any wheeled vehicle,

were there any to jolt along its uneven

stony track. Curiously enough, some

of the best roads are among the moun-

tains, just as they are in the neigh-

bourhood of Hongkong. Here it has

been absolutely necessary to make a

more permanent foot-way, if every sum-

mer storm of tropical rain was not to

wash away the narrow path. Hence,

most of these mountain roads are set

with irregular stones to a width of 3

to 4 feet generally, and often graded

into steps with occasional runnels

to carry away rain-water. These

rocky paths are very trying to

pedestrians, tiring to the feet, both

from their hardness as well as from

the uneven character of the steps.

And especially is this noticeable in

descending a pass over the mountains,

where a descent is often made in a few

miles of perhaps 2000 feet or more,

most of the road having been formed

into stone steps exceedingly difficult

to negotiate, and not seldom very

steep to. The twists and turns are

very abrupt, and whether walking or

riding in a chair, incessant care is

needed to avoid any mishap. Yet it

is difficult to see how so narrow and

so winding a pathway could long be

maintained in a region where the rain-

fall is so high and so excessive unless

it were thus paved, however roughly,

with stones and broken fragments of

hard rock. The tendency of an un-

paved road to be swept away by rain-

storms is seen in many places where

the precaution to stud the road with

stones has not been taken, or where

a paved road has been allowed to get

into disrepair. In districts, too, where

there is a scarcity of good hard stone,

the roads are appreciably in far worse

condition: indeed there are stretches

of country where the soil is of a sand-

stone character, friable and almost

stoneless, where the roads are simply

excessive and often quite obliterated.

It seems to be nobody's business to

keep them in repair, and each passing

traveller and hardworking burden-

bearer has to find his way from place

to place as best he can. This touches

upon a loose joint in China's armour,

one of many, it is true. The Man-

darins seem to have no jurisdiction

over the roads, or if they have, they

never seem to exercise it. It is left

either to private enterprise or else to

the efforts of some business guild to

effect repairs in the roads, or perhaps

to the united labours of the villagers

in the neighbourhood.

So it is with regard to the bridges.

What a broken-down decrepit set of

wooden bridges, disfigure the roads

over the rivers and streams of Fukien!

Occasionally, one comes across magni-

ficent bridges, built apparently ages

ago, with gigantic stones of enormous

weight, as the one known familiarly

in Amoy as the Phawlam bridge, and

another to the north of Chin Chew,

near a village named Loh-in. Among

the mountains, too, one finds here

and there beautiful one-arched stone

bridges, moss-grown and picturesque,

that transport one in thought to

Wales and Scotland. These bridges

prove that centuries ago the Chinese

understood the principle of the arch

and keystone, and could build for

eternity, as it were. But how many

of the good old stone bridges have

been swept away by floods, and the

degenerate children of modern China

have been content to replace the hand-

some substantial stone structures by

flimsy tottering wooden monstrosities,

barely supported by their shaky wood-

en transverse piers, and liable to be

swept away by the very next flood.

To avoid the loss of the planks, these

are often attached by ropes one to the

other so that if the piers fall these

rotten planks shall not float down the

river, to be utilized on the subsidence

of the flood, by some village lower

down. Many of these bridges are so

risky to cross that the chair-bearers re-

fuse to carry one over in the chair,

and indeed, perilous though the cross-

ing is, it is far better to trust to

one's own two feet than to the four

feet of the chair-bearers. The rivers,

save in flood-time, are generally

shallow, so a fall need not be fatal.

Any scheme of internal reform in

China must take cognisance of the

facilities necessary for the develop-

ment of trade. China has been accus-

tomed in the past to depend almost

entirely on water carriage, which is

slow and consequently not so cheap as

is generally imagined. The introduc-

tion of railways and the opening up of

mines will do much for the develop-

ment of the country. As in England

when railways were in their infancy,

so in China do the village elders en-

deavour to keep the innovation as far

away as possible. In time, the result

will be better roadways connecting

with the railway, and when China

takes to road-making she will have

made one of the most striking advances

in the march of modern civilisation.

LOCAL AND GENERAL.

Post Office Notice.

Monday and Tuesday next being

Government Holidays, the General Post

Office will be opened from 8 to 9 a.m. only.

The Money Order office will be entirely

closed.

A Balloon Voyage.

After an interesting voyage of twenty-

two hours, two aeronauts, M.M. Janes

and Boulanger, members of the Paris Aero

Club, descended on April 3 at Janin, in

Mecklenburg, in their balloon, the Eden,

of about 28,000 cubic feet. They started

from Paris about four o'clock on April 2.

The balloon attained a height of a little over

two miles, the thermometer falling to 21

deg. F., while in the morning a heavy fall

of snow was encountered.

Coolies for the Rand.

The following vessels (says the Times

of Ceylon) have just been chartered to

convey 10,000 Chinese coolies from Shanghai

to Durban—the Brinkhorn, 2,565 tons,

the Courtfield, 2,874 tons, and the Cranley,

2,908 tons, belonging to Messrs Harris

Dixon & Co., the Indravellie, 3,125 tons,

owned by the India Line, and the Tweedale,

2,980 tons. The coolies are to be taken as

soon as possible and the charges are 45 per

coolie. The first consignment is due in

Colombo shortly.

Kitty Grey at the City Hall.

The production of 'Kitty Grey' at the

THE RUSSO-JAPANESE WAR.

ANOTHER BRUSH AT TAIJENWAN.

We have received from the Japanese Consul the following copy of a telegram received by him:—

Tokyo, 16th May, 5.20 p.m.

Admiral Kataoka reports that on the 16th inst. our torpedo-boat flotilla continued sea-sweeping operations under the cover of fleet. The enemy constructed a temporary battery on a promontory between Kerr Bay and Taijenwan and laid six field guns; besides hastily constructed a fort and sent one company and stubbornly resisted. Our flotilla defying enemy's fire carried the operation and destroyed five mines; unfortunately one mine exploded *Miyako* which sunk; six wounded; besides two killed during fight.

THE WOUNDED RUSSIANS.

Appreciate Sympathy.

When the Japanese attacked the *Yanyang* and *Kowloon* at Chemulpo it will be remembered that the *Talbot* and *Amphitrite* figured in assisting the Russian refugees. On their arrival in Hongkong the men of the British Fleet promptly took up subscriptions for the wounded and captured Russians. Their sympathetic treatment has been acknowledged by the Russian Consul, who sent the following letter to the then Admiral of the Fleet:—

To Admiral Sir C. Bridge.

Hongkong, Feb. 25, 1904.

Sir,—I take the liberty to express my heartfelt thanks to your Excellency and to the officers and men of the British Navy who have so kindly done what was possible to render the voyage from Chemulpo to Mira Bay and Hongkong so comfortable, and who have given proof of their kind and noble feelings in presenting their comrades of the Russian navy so liberally with wines, tobacco, and other presents.

The commander of the destroyed *Yanyang* has requested me to express to your Excellency his great appreciation of all the kindness, which he and his officers and men will never forget.

I take the liberty to express to your Excellency whether it would be possible to express the gratitude of the Russian navy in an *ordre du jour*.—I have, etc.

C. DE BULGAREVSKY.

This was replied to as follows:—
To Mr. de Bulgarevsky.
Hongkong, Feb. 25, 1904.
Sir,—I have the honour to acknowledge the receipt of your letter of 25th inst., and to avail myself of the opportunity of expressing to you my obligation for the sentiments contained in it. I wish to assure you that it gave real pleasure to the officers and ships' companies of the fleet and my orders to be able to render any little assistance to brother seamen temporarily placed by the fortune of war in a position demanding sympathy.

I have gladly made known the contents of your letter to all His Britannic Majesty's ships present, and I will see that they are also made known to the *Talbot* and *Amphitrite*, which are absent.—I have, etc.

CYRIL A. G. BRIDGE.

A RUSSIAN RAID IN COREA.

TOKIO, MAY 12.

A raid on Anju by 500 Cossacks was reported on the 10th and 11th inst. by the Japanese press, supported by a company from Pyongyang. The infantry have been since pursuing the enemy.

The Japanese casualties were four killed and six wounded. Over 500 Russians were wounded.

A Russian corporal taken prisoner reports that the Russians have posted a complete line of sentries between Kyungyang (in North-east Corea), Pussiat, and Vladivostok.

THE RUSSIAN STORY OF JAPAN'S ADVANCE.

The following telegram from General Flouge has been kindly communicated to the *N. C. Daily News* by Major-General Desmoulin:—

Mexico, 11th May.

By the information received during the 10th inst. from mounted patrol and scouts, a Japanese division, supposed to belong to the Guards, has left Fenghuangcheng in the direction of Hsiching (a town on the railway between Tashihchiao and Liaoyang). One division of infantry, with 40 guns and 10,000 cavalry, was to proceed from Fenghuangcheng towards Shimonchi. Up to today, it is learnt that at Kuantung there is an advanced guard consisting of one battalion of infantry, three companies of cavalry, and one mountain battery.

By the reports of General Mischenko, the Japanese troops in front were divided on the 7th inst. into two parties; the first situated at a day's march south-west of Fenghuangcheng, and the second on the lower part of the Tyang river (which runs in a south-east direction and enters into the Bay of Corea at Akushan). On the same day the latter party began to cross the river.

The Chinese population favours the Japanese. A Chinaman warned a Japanese patrol that the Russians were preparing an ambush for it.

The train which left Yafandian (1 Wa-fungien) reached Port Arthur safely, and the rolling stock has already returned.

Up to now we have received no exact information of the number of the enemy landed at Pitsweo. To the north of Cape Termination, 30 Japanese transports were present. The Bay of Sishui is still occupied by us, and we are reconnoitering thence. There is no change in other parts of the theatre of war.

LAWN TENNIS.

Three games were decided yesterday:—
DOUGLAS RANDALL.
Semi-Final.
H. and H. Hancock defeated Beattie and Manning.

PROFESSIONAL FAIR.
Semi-Final.
Orrist and Beattie defeated Butt and Parker.

FINAL.
Atkinson and Smith defeated Orrist and Beattie.

LEGISLATIVE COUNCIL.

His Excellency the Officer Administering the Government, the Hon. F. H. May, presided at the meeting of the Legislative Council which was held to-day.

There were also present:—

Hon. A. M. THOMSON (Acting Colonial Secretary).

Hon. Sir H. S. BARKLEY (Attorney General).

Hon. L. A. M. JOHNSTON (Acting Colonial Treasurer).

Hon. P. H. N. JONES (Acting Director of Public Works).

Hon. Captain BARNES LAWRENCE (Harbour Master).

Hon. GERRISON STEWART.

Hon. A. W. BREWIN (Registrar General).

Hon. H. E. POLLOCK.

Hon. Sir C. P. CHATFIELD.

Hon. Dr. Ho Kai.

Hon. Wai A. YUK.

Mr. R. F. JOHNSTON (Acting Clerk of Council).

NEW MEMBER.

Mr. W. J. Gresson after taking the oath of allegiance, took his seat in the Council.

HONGKONG'S FIRE APPLIANCES.

The Hon. H. E. Pollock, pursuant to notice asked the following questions:—

1. Is the Government satisfied that the present means for extinguishing fires in the City of Victoria during the dry season are sufficient? If not, does the Government propose to take any and, if so, what steps, and when, to remedy the deficiency or deficiencies?

The Colonial Secretary:—Pending the construction of the rider main system under which there should always be water in the mains available for all fires even when water is cut off from houses, the means is considered reasonably sufficient. On the occurrence of fire during the intermittent supply water is always turned on in the mains and is available at adequate pressure on the average 15 minutes after the alarm is given. There are also three steam fire engines for use in Victoria and vicinity and during the intermittent water supply the floating engine is moored on the Victoria side of the Harbour. The engine used by the Fire Brigade are quite efficient and have not in any way deteriorated through age. They deliver about 300 gallons of water a minute and will stand a pressure of 120 lbs to the square inch.

2. Has the Government considered the question of the advisability of adopting a special service for extinguishing fires by pumping up sea-water from the harbour by means of special pumping-stations on the Praya into special fire water mains? Does the Government propose to take any measures of that or a similar character? Is it not the fact that the Government Fire Engine has proved, during this present dry season, to be of insufficient strength to pump up sea-water to Jerrins Street, or Lyndhurst Terrace, and has repeatedly burst in on doing?

The Colonial Secretary:—This question has been considered by the Government. The scheme has not been adopted, as it has been ascertained that it would cost nearly as much as increasing the rain-water reservoirs.

3. How is strong enough to pump water to much greater heights than those mentioned in the question. It is regularly tested, and unusual lengths periodically replaced. The hose has burst on very few occasions only. Such accidents occur at times in all Fire Brigades.

4. Is the Government satisfied that the present means for extinguishing fires in the Kowloon Peninsula during the dry season are sufficient? If not, does the Government propose to take any and, if so, what steps, and when, to remedy the deficiency or deficiencies?

The Colonial Secretary:—The Government is not absolutely satisfied with the present means for extinguishing fires in Kowloon during the dry season. The completion of the new Kowloon water-works will however give water at pressure in the main available by fire hydrants as in Victoria. It is hoped that the new water-works will be in working order in about 18 months. Government does not for the reason stated in Answer 1 intend to take any immediate steps.

5. Is there only one Fire Engine in the Kowloon Peninsula in the service of the Colonial Government, and from what source or sources would such Fire Engine be supplied with water during the dry season in the event of a fire occurring during the dry season to too great a distance from the sea for salt water to be available for extinguishing purposes? How many members are there in the Kowloon Fire Brigade?

The Colonial Secretary:—There is only one Government fire engine in the Kowloon Peninsula. It is stationed at Yumati, the floating engine is kept at Tsim-shi-shui except in times of an intermittent water supply, when it is kept on the Victoria side. This sea is the only source of water supply for fire extinguishing purposes in Kowloon at present. In cases of fire in the neighbourhood of the sea, the floating and Yumati engines would both pump from the sea to a distance from the sea the floating engine would feed a portable dam from the dam to the fire. 1,800 feet of hose is kept at Yumati with the engine, and the floating engine carries also over 1,800 feet, in addition to over 1,700 feet of hose.

6. Will the Government provide more seats for the use of the public on the Kennedy Road, Bowen Road, Magazine Gap Road and Barker Road?

The Colonial Secretary:—The Director of Public Works has been instructed to provide as far as the funds available will permit.

7. Will the Government state what would be the cost of erecting lamp-posts, with the necessary gas-burners and appliances and connections with the gas-main at the following places in the Peak, namely:—

(i.) On the slope up to Pinknet's Gap, near the approach to the Commemorative Bungalow;

(ii.) At the junction of Chamberlain Road with the Mount Kailash Road;

(iii.) At the Plantation Road Gap, near the entrance to Brockhurst?

8. Will the Government state what would be the cost of erecting lamp-posts, with the necessary gas-burners and appliances and connections with the gas-main at the following places in the Peak, namely:—

(i.) On the slope up to Pinknet's Gap, near the approach to the Commemorative Bungalow;

(ii.) At the junction of Chamberlain Road with the Mount Kailash Road;

(iii.) At the Plantation Road Gap, near the entrance to Brockhurst?

9. Will the Government state what would be the cost of erecting lamp-posts, with the necessary gas-burners and appliances and connections with the gas-main at the following places in the Peak, namely:—

(i.) On the slope up to Pinknet's Gap, near the approach to the Commemorative Bungalow;

(ii.) At the junction of Chamberlain Road with the Mount Kailash Road;

(iii.) At the Plantation Road Gap, near the entrance to Brockhurst?

10. Will the Government state what would be the cost of erecting lamp-posts, with the necessary gas-burners and appliances and connections with the gas-main at the following places in the Peak, namely:—

(i.) On the slope up to Pinknet's Gap, near the approach to the Commemorative Bungalow;

(ii.) At the junction of Chamberlain Road with the Mount Kailash Road;

(iii.) At the Plantation Road Gap, near the entrance to Brockhurst?

(b) The estimated annual expenditure for the gas required to keep such lamp-posts lighted at night? The Colonial Secretary:—The three lamps complete at the sites named would cost \$200.

The cost of lighting and maintenance would be \$240 per annum. The Government is considering the question of erecting lamps at the places indicated.

THE PREPARED OPIUM ORDINANCE.

The bill entitled an Ordinance to amend the Prepared Opium Ordinance, 1891, came up for the second reading.

The Attorney General, in moving the second reading of the bill, said that it was necessary to effect the protection of the opium farmer from illicit sales of opium, to which he was richly entitled. The necessity for amending the Ordinance arose from the difficulty of putting such a construction upon the present definition of the words "prepared opium" and "preparation of opium," that existed in the present Ordinance. The definition of "prepared opium" was opium that had been submitted to any degree of artificial heat. He quoted the case that had been dealt with at the Police Court in which the Opium farmer proceeded against a vendor of opium pills and opium wines. He lost his case, as it was impossible to prove that the opium had been subjected to artificial heat. He contended that the Ordinance should be amended, as in the bill, to protect the farmer from the competition of outside dealers. He paid for the monopoly and it was only fair that he should get it.

Dr. Ho Kai objected to the second reading of the bill on the ground that it was not proved that the selling of opium pills and opium wine was illicit. He contended that it was a great hardship, for the dealers were deprived of the right to sell opium which they had held for some time, and thought the licensing of the dealers would meet the case.

Mr. Pollock rose to oppose the bill, when His Excellency asked him whether he had drawn up the petitions in a professional capacity and whether he had been paid for so doing.

Mr. Pollock said that he had drawn the petitions up in a professional capacity, but had not been paid, and did not expect to be paid for it. He then went on to show that the Ordinance would give the Opium Farmer new rights, other than what he had contracted for.

The debate was not concluded when we went to press.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before His Honour Mr. T. Scramble Smith, Acting Justice.)

Tuesday, May 17.

Mr. E. A. Bonner appeared on behalf of Ho Chung, Tung who sued Cheung Han, represented by Mr. G. K. H. Brutton, for \$332 damages for alleged breach of contract.

Plaintiff was a merchant at Olun Tung, near the New Territory, and acted as an agent. Goods were consigned to him for various Hongkong firms and he forwarded them on, paying the Chinese Customs rates on them.

On March 23 plaintiff received from Mr. Shan fan sixty bundles of sugar and sent them by junk to the Ko Wa Lung Ki firm, Hongkong. They however stated that they did not receive them, although a chopped receipt was returned to the plaintiff by the junk master.

After evidence plaintiff was non-suited.

NON-APPEARANCE OF PARTIES.

The Italian Far East Trading Company issued a writ against the Sun Yat Wah for \$325. This case was set down for 2.15 this afternoon, but neither parties appeared.

Mr. T. Scramble Smith remarked that if the plaintiffs wished to bring the case on again they would have to apply for leave.

APPELLATE JURISDICTION.
(Before His Lordship Sir Wm. Goddard, Chief Justice.)

Tuesday, May 17.

LAND APPEAL.

Mr. M. W. Slade (instructed by Mr. J. Scott Horsford) appeared in support of an application for leave to appeal against the decision of the Land Court No. 4. The land in dispute is situated at Chung Shan, near Lai-chi-ko. The Attorney General (instructed by Mr. F. E. L. Bowley, of Messrs. Denny and Bowley) appeared for the Crown.

Mr. Slade in opening read through the report of the hearing at the Land Court, and said that this was the first occasion on which a question of Chinese law had been brought before the Court. The point at issue was as to whether the British could cancel a grant of land lawfully made by the Chinese Government before British occupation. The grounds on which he based his application were: first, that the time limit imposed by the Board of Revenue regulations was ten years and not six. Second, that the period of the time limit ran from the survey or classification of the land. Third, that those regulations did not apply to Kwang Tung because they had not been embodied in the law.

Upon the appellant giving security in the sum of \$2,600 and costs to the satisfaction of the Registrar, the application was granted, the appeal to be brought within three months.

Rat-Catchers.

The rather amusing sight (says the *Kobe Chronicle*) may still be seen in the streets of Kobe of a few-looking maidens, or of women or boys, carrying rats to the police boxes, where the sum of three sen is handed over as compensation. In the case of girls the rodents are carried gingerly, being suspended by the tail from a string and held out at almost arm's length. Boys look upon the rodent as a specimen full of interest to them, and when not looking at it are swinging it about unconcernedly, in striking contrast to the droll picture presented by girls and women. From the 18th March to the 4th inst. the authorities have bought 45,000 rats, and while the number purchased daily has been 1,000 on an average, the average has now risen to 1,200. Each person who takes a rat to the police receives a ticket, which entitles him to participation in the periodical lottery, when prizes are distributed as an encouragement to the rat-catchers to go and do better. The second of these draws will shortly take place.

DOLEY.—He called me his dear little lamb, Sally.—And what?—Dolly.—Oh, then he gathered me into his fold.

COLLISION IN THE HARBOUR.

Marine Magistrate's Court.

At the Marine Court to-day before The Honorable Captain Barnes Lawrence, R.N., Kwok Lai Wing, master of the steam launch *Lai Wo*, which came into collision with the torpedo-boat destroyer *Hart* in the harbour yesterday evening was called on to answer a charge of having neglected to observe the rules of the road for the prevention of collisions at sea.

Sub-Lieutenant Gardner of H.M.S. *Hart* in giving evidence said that about 2.30 p.m. yesterday he was on the bridge of the *Hart*. The *Hart* was ahead of a line of three torpedo boats that were entering the harbour from west to east. He first noticed the launch *Lai Wo* on the port bow crossing from port to starboard at right angles to the *Hart*. The destroyer kept on her course until he found a collision was inevitable and then went full speed astern. The launch struck the *Hart* on the port side about 30 feet from the stern and caused so much damage that a collision mat had to be put over the hole in the *Hart*'s side. Until they came within 300 yards of the launch she was obscured from his view by the steamer *Changshu*. The fore part of the launch was very crowded with passengers and he could not see if there was one at the wheel. The *Hart* was steaming at less than half speed when the launch was sighted. He did not know at the time that there was any loss of life.

Lam Kwong, a sailor who was on board the launch, also gave evidence.

The defendant stated that when the collision took place he heard that someone had been drowned and stopped but was unable to recover the body.

At this stage the hearing was adjourned until Wednesday in order to obtain further evidence.

MESSRS WM. POWELL LIMITED.

New Premises Opened.

Messrs Wm. Powell, Limited, have removed into their new show-rooms, Alexandra Buildings, which have been fitted up in splendid style. Facing Des Voeux Road are four large windows tastefully dressed and decked out by the members of the staff, in a manner which reflects high credit on those responsible. The furnishing window, in particular, displays to the best advantage the numerous varieties of carpets, table linen, cushions, etc., while the ladies' boots and shoes are similarly displayed in dainty manner in the next window. Ladies' millinery and lingerie are also well displayed in the remaining two windows, and all the shades and tones in silks are in evidence. In the interior the different rooms are excellently laid out, showcases being apportioned to each room, in which the many articles are placed to best advantage. In the first room on the ground floor leather goods, ladies' boots and shoes and ties are laid out, while in the central room a glimpse of Paris and London is gained by a glance at the show cases. Parasols, lace, silks and ribbons, of the many colours of the rainbow, are scattered about, and with the aluminium and nickel plated fittings, a daintily refreshing picture is made. Electric fans whizz round, sending a cool current of air through the place, and electric lights are installed for use in case of necessity. A large room is also apportioned on the ground floor for children's goods, haberdashery, silks and dress material. An easy ascent to the second floor is made by means of a lift, and here the ladies will delight to congregate. The Furnishing Department has received considerable attention from the manager of the firm, and carpets, cushions, crochets, etc., grace the walls and floor. A special feature in the English hand-tufted carpets in delicate tones, of which a fine assortment is shown. The bedsteads, dressers and China ware, ironmongery and household cleaning goods are set in a room apart, and the dressmaking and fitting room adjoin. Here, too, the comfort of the ladies is considered, for in addition to a cloak room, the verandah has been utilised to form a waiting room. The interior of all the rooms is picked out in pale blue and white, giving them a cool and pleasant aspect. Without doubt the show rooms are the finest appointed in town.

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:—

On the 17th at 11.50 p.m. the barometer has risen slightly in N.E. Japan and fallen at all other stations.

The northern depression has moved into the Yellow Sea, westward of Korea, and the cold southern depression would appear to be coming deeper.

Gradients are slight on the China Coast, and light variable winds will prevail in the Formosa Channel; over the China Sea they are more marked owing to the low pressure in the Philippines, and moderate N.E. winds will be met with in the northern part of the China Sea.

Forecast:—Light to moderate E. winds, fine.

The Plague in India.

The abnormal decline of the Indian plague mortality figures continues. The maximum number of deaths for this year was recorded three weeks ago, when 47,000 were recorded. The following week there was a decrease of 1,000, and the figures recorded to-day show a further reduction for last week of 2,000. The decrease is due to the fall at three special centres. In the Punjab the number of deaths dropped from 26,062 to 24,000 in the United Provinces from 6,000 to 4,000, and in the Bombay Presidency from 5,000 to 3,000.

IN NORTHERN COREA.

Koreans and the Belligerents.

A visitor from Ussuri, in North-western Corea, the site of the American gold mines, reports that all is quiet there (says the *N. C. Daily News*). Sixty Cossacks made their appearance there one day and left the next day. The following day Japanese troops appeared. The Koreans in the North-west are very much afraid of the Russians, and deserted their villages en masse when any Cossacks were near. The only effect the war has had on the mines is that labour has been more scarce, the Korean coolies getting two yen a day from the Japanese and earning it. The Japanese have established a store of provisions every twenty miles between Chinnampo and Wiju. The Japanese soldier, heavily loaded as he is, is able to do his equipment one of his native swords; many of the cavalry men have slung over their backs one of their old fashioned two-handed swords, and the officers have nearly all had Japanese blades fitted to their regulation sword-hilts. All these blades are as keen as a razor. The foreigners, of whom there are some thirty at the mines, have had no trouble with the Japanese troops. They are in the habit of carrying a rifle and revolver with them when they travel, Koreans being not always so friendly: they were asked by the Japanese officers not to go armed, as every foreigner is a Russian to the Japanese. The Koreans have no love for the Cossacks, who rob them unmercifully; when they get the chance, but the Japanese rule is to pay for what they take. The Japanese missed a good chance on the 5th of March last. There were 1,500 Russians in Wiju on that day who could not cross the Yalu owing to the river being in spate; but they got away on the 3rd inst., when the freshet went down. There were never more than 2,000 Russians altogether in North-west Corea, and there are now no more than 2,000 Russians as is reported.

MR H. C. NICOLLE IN CEYLON.

His Appointment Criticised.

In connection with the appointment of Mr H. C. Nicolle to be Treasurer of Ceylon, the *Times of Ceylon* says:—

Our readers know that the present Treasurer of the Colony, the Hon. H. H. Cameron, leaves for home on June 6th, re-appointing to retirement at the end of three months and the Treasury position falls vacant. This is one of the plums of the Ceylon Civil Service and there has been considerable interest displayed as to whom this coveted position will fall. We understand on the highest authority that it is extremely probable that Mr H. C. Nicolle, who was recently brought from Hongkong—where he was local auditor—for the purpose of overhauling our accounts system with a view to bringing the Colony into line with other Colonies like Hongkong, will be appointed Treasurer.

Mr H. C. Nicolle returns from about leave next month, and he will be appointed Treasurer pro tem, but Mr H. Nicolle will become permanent Treasurer after Mr Crawford's temporary term. In view of this unexpected appointment it will be well to give an account of Mr Nicolle's services. In 1880 he was assistant auditor at Cyprus, and British delegate of Evrak, in addition to his other duties, June, 1886. In January, 1890, he was appointed local auditor of Hongkong, which post he held when his services were lent to Ceylon for three months at the beginning of this year. As local auditor of Hongkong he was drawing \$1,000 a year salary.

Mr Nicolle is regarded as an able man and has rendered good service in Ceylon, but none the less this projected appointment has naturally aroused general indignation amongst Ceylon Civil Servants. Many deserving officers, who have spent their whole lives in the service of the Colony, are deliberately ignored, and an officer—who, however deserving, has no connection whatever with Ceylon, beyond his present temporary appointment—is foisted upon an unwilling Government. For the Government is unwilling without protest, to countenance such a transparent job. In fact, H. E. Sir Henry Blake and the Hon. the Lieut. Governor have both made strong representations to the Colonial Office on the subject, pointing out how an appointment of this kind is to a deserving body of Civil Servants. But their protest seems to have little effect and the appointment will, there is little doubt, be ultimately accepted. It is a pity that the Civil Servants are not in a position to speak their minds on this subject. If they were, a public protest would no doubt be made, as it is the discontent is unfelt outside the charmed circle of officialdom, but is none the less real and deep-seated. The excuse of the Colonial Office for this jobbery is essentially weak. The Colonial Secretary in effect says that an outsider is being appointed to the Treasury because the post of Auditor-General, which is generally filled by a man from outside the Colony, is vacant. One of our Civil Servants, the Hon. Mr. Ellis, and to balance matters, the Treasurer is now looked upon as a piece of home patronage. Yet since 1870 of the seven Auditors-General, three have belonged to the Ceylon Civil Service, the Hon. Mr. J. G. F. O'Brien, C.M.G.; the Hon. Mr. A. Swettenham, C.M.G.; and the present Auditor-General.

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This Steamer is installed throughout with the Electric Light.

A. Shearman and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

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Hongkong, May 17, 1904.

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| Kobe | Tientsin | 5 p.m., 18th May | Freight only. |
| YAMA, Via SHAI, MOU & KOBÉ (passing through the INLAND SEA) | Ceylon | About 20th May | Freight and Passage. |
| SHANGHAI | Cormorant | About 20th May | Freight and Passage. |
| LONDON, &c. | C. R. LONGFORD | Noon, 21st May | See Special Advertisement |
| LONDON & ANTWERP, Via SUEZ, PANAMA, COLON, AND PUEBLO | W. B. PALMER, R.N.R. | About 25th May | Freight and Passage |

For further Particulars, apply to E. A. HEWITT, Superintendent.

U.S.N. Co.'s Office, Hongkong, May 17, 1904.

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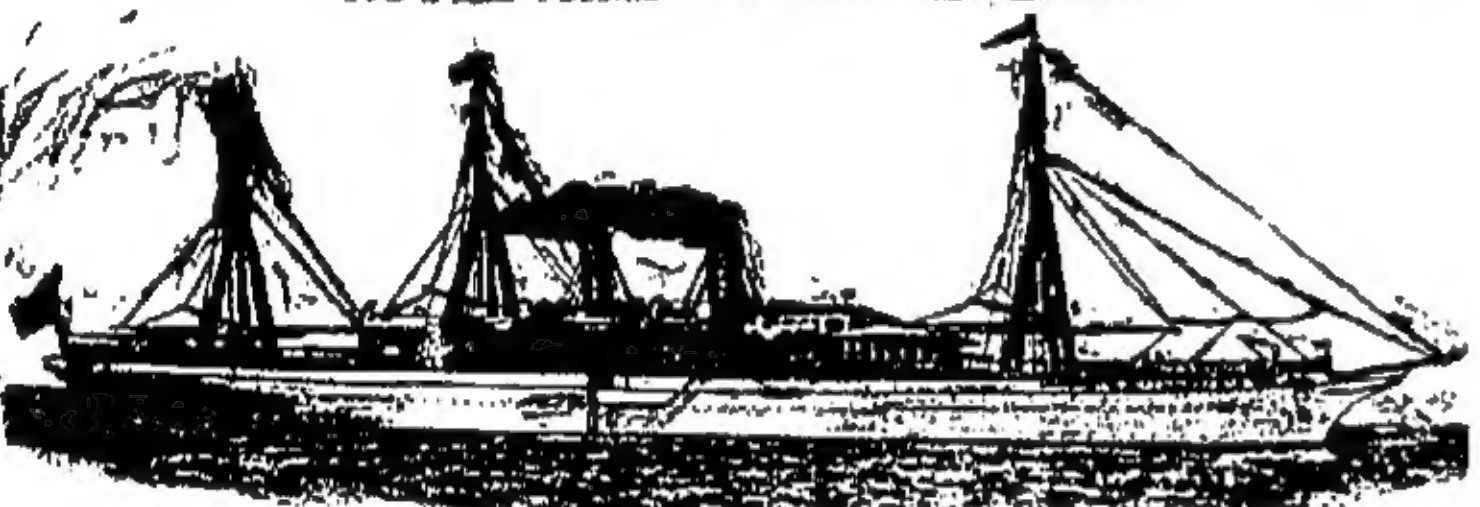
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| R.M.S. EMPRESS OF JAPAN | 6,000 Tons | Wednesday, July 13. |
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| STEAMSHIP | Tons | Captain | To Sail On |
|-----------|-------|---------|------------------|
| ARAGONIA | 5,198 | SCHULTZ | June 14, 1904. |
| NUMANTIA | 4,370 | — | July 14, 1904. |
| NUMEDIA | 4,370 | WAGNER | August 14, 1904. |
| ARABIA | 4,488 | BAILE | Sept. 14, 1904. |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, May 2, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| FOR | STEAMERS | LEAVING |
|------------------------------|-----------|-------------------------------|
| ANPING, Via SWATOW AND AMOY | TRIFOS | WEDNESDAY, May 18, at 10 a.m. |
| TAMBU, Via SWATOW AND AMOY | PRIZHOF | SUNDAY, 22nd May, at 10 a.m. |
| FOOHOOW, Via SWATOW AND AMOY | TRUMPE | WEDNESDAY, May 26, at 10 a.m. |
| TAMBU, Via SWATOW AND AMOY | M. STRUPE | SUNDAY, 29th May, at 10 a.m. |

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its special designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 6, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, May 14, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

| FROM | STEAMERS | TO SAIL |
|-----------------------|----------|----------|
| GLASGOW AND LIVERPOOL | DANDANUS | 21st May |
| GLASGOW AND LIVERPOOL | YANOTSE | 28th May |
| GLASGOW AND LIVERPOOL | DIONED | 3rd June |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|------------------------------|-----------|-----------|
| LONDON & ANTWERP | ALCIBIOS | 24th May |
| LONDON & ANTWERP | DEUCALION | 7th June |
| GENOA MARSEILLES & LIVERPOOL | TENKAI | 20th June |
| LONDON & ANTWERP | ADAMANTOR | 21st June |

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|--|----------|----------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via HONOLULU, KONA, & YOKOHAMA | KANAK | 2nd June |

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 30, 1904.

CHINA NAVIGATION CO., LD.

| FOR | STEAMERS | TO SAIL |
|--|----------|----------|
| SHANGHAI | TIENTSIN | 18th May |
| MANILA | KAIPOING | 18th May |
| SWATOW, CHERPOO AND TIENTSIN | KANAK | 20th May |
| THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE | CHANGSHA | 2nd June |

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table, a daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS, Hongkong, May 17, 1904.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| Steamers | Sailing Dates, 1904. |
|-----------------------|-----------------------|
| BAYERN | WEDNESDAY, 25th May |
| OLDENBURG | SATURDAY, 4th June |
| SACHSEN | WEDNESDAY, 8th June |
| ZIETEN | WEDNESDAY, 22nd June |
| SEYDLITZ | WEDNESDAY, 6th July |
| ROON | WEDNESDAY, 20th July |
| PREUSSEN | WEDNESDAY, 3rd Aug. |
| PRINZ REGENT LUITPOLD | WEDNESDAY, 17th Aug. |
| PRINZ HEINRICH | WEDNESDAY, 31st Aug. |
| GRINSENAU | WEDNESDAY, 14th Sept. |

ON WEDNESDAY, the 25th day of May, 1904, at Noon, the Steamship BAYERN, Captain H. FOMMER, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at YATZU and Ctesoa.

Shipping Orders will be granted till Noon, on MONDAY, the 23rd May. Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 24th May, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 24th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Net Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to Norddeutscher Lloyd.

Melchers & Co., Agents.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOU, KOBÉ AND YOKOHAMA.

| Steamers | Tons | Captains | To Sail |
|----------|------|----------------|--------------|
| SHAWMUT | 9806 | W. M. Smith | May 21. |
| TREMONT | 9806 | T. W. Garlick | June 28. |
| LYRA | 4417 | G. V. Williams | August 4. |
| SHAWMUT | 9806 | W. M. Smith | September 1. |
| TREMONT | 9806 | T. W. Garlick | October 1. |

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT, 9806 tons, Capt. T. W. Garlick, About 8th June.

S.S. SHAWMUT, 9806 tons, Capt. W. M. Smith, About 12th August.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND OUTSIDE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO. LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS, Hongkong, May 14, 1904.

1724

Shipping.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captains | For | Sailing Dates |
|-----------|------|--------------|---------------|--------------------|
| ZAFIRO | 2540 | R. Rodger | Manila Direct | May 21, at 10 a.m. |
| RUBI | 2540 | R. W. Almond | Manila Direct | May 28, at 10 a.m. |
| PERLA | 1980 | A. H. Notley | — | — |

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers, Hongkong, May 16, 1904.

JAVA-CHINA-JAPAN LINE.

HEAD AGENT—R. BISSCHOP, 3, DUBBEL STREET, HONGKONG.
REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

| STEAMERS | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|-------------|----------------------|----------------------------|---------------------|
| TOJIPANAS | JAVA PORTS. | First half of June. | SHANGHAI AND JAPAN. | First half of June. |
| TOJLATJAP | JAPAN. | First half of June. | SINGAPORE AND JAPAN PORTS. | First half of June. |
| TOJMAHI | JAVA PORTS. | Second half of May. | SHANGHAI AND JAPAN. | Second half of May. |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India and through B/L. For particulars of Freight and Passage, apply to THE AGENTS, Holland China Trading Co.

TELEPHONE No. 201.

Hongkong, May 10, 1904.

M. S. DOLLAR STEAMSHIP CO.

FOR SAN FRANCISCO.

THE Company's Steamship M. S. DOLLAR, Captain Gow, will be despatched as above on FRIDAY, the 20th Instant.

For Freight, apply to ARNHOLD, KARBERG & CO., Agents.

Hongkong, May 14, 1904.

AUSTRIAN LLOYD'S STEAM

NAVIGATION COMPANY.

STEAM FOR FUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship MARQUESE BACQUEHEM, Captain Raskevitch, will be despatched as above on FRIDAY, the 20th Inst., p.m.

For information as to Passage & Freight, apply to SANDER, WIELER & Co., Agents, Prince's Building, Hongkong, May 2, 1904.

244

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOU AND SALINA CRUZ, MEXICO.

THE Steamship LOTHIAN, Captain will be despatched for the above Ports on SATURDAY, the 21st inst., at 4 p.m.

For Freight, apply at Company's Office, No. 20, Des Voeux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, May 9, 1904.

887

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

(With Liberty to Call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

SATSUMA, About June 3.

RICHMOND CASTLE, June 15.

ST. FILLANS, June 30.

LOWTHER CASTLE, July 31.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, May 9, 1904.

110

MESSAGERIES CANTONNAISES.

J. TREVoux & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer PAUL BEAU, Captain FRANKOUL, leaves Hongkong for Canton at 9 p.m., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 p.m., taking Passengers and Cargo as usual.

The S.S. CHARLES HARDQUIN, Captain NOEL, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date Steamers are lighted with electricity. The Saloon is under European Supervision.

First-class European ... \$3.00

Second-class European ... \$2.00

First-class Chinese ... \$1.50

Second-class Chinese ... \$1.00

Deck ... 30

The Company's Wharf is at the end of QUEEN STREET, PRINCE'S BUILDING.

For further Particulars, apply to J. LANDOLT, Agent.

The Pharmacy, Queen's Road Central, Hongkong, March 25, 1904.

710

HONGKONG-MACAO LINE.

S. S. 'WING CHAI', Captain SAMUEL BELL SMITH.

DEPARTURE from Hongkong on week days at 7.30 a.m.; Excursion on Sundays at 8.30 a.m.; from MACAO week days at about 2 p.m.; Sundays at about 7.30 a.m.

FARE (week days) 1st Class (including cabin and servant) \$3. Return Ticket \$4. 2nd class \$1.

On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, including tips and dinner either on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

Wharf—At the Western end of Wing Lok Street.

The steamer runs an excursion trip every Sunday. It takes only 2 1/2 hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong, September 7, 1903.

1829

Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship SACHSEN, OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m., To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Inst. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 18th Inst., at 8.30 a.m.

All Claims must reach us before the 23rd Inst., or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents, Hongkong, May 12, 1904.

907

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE Chartered H. A. L. Steamship Theodor Wille, Captain KRUTZFELDE, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY, LIMITED, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Inst. will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 18th Inst., at 8 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, May 11, 1904.

900

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Co.'s Steamship Pandua, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 6 p.m., FRIDAY, the 15th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, May 12, 1904.

909

STEAM TO CANTON.

THE new Twin Screw Steel Steamers KWONG CHEE.

1,309 tons... Captain J. P. MARTIN.

KWONG TUNG.

1,238 tons... Captain H. W. WALKER.

Leave HONGKONG for CANTON at 8.

Vessels Advertised as Loading.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

| | Agents. | Date of Leaving. |
|--|---|--------------------|
| | Butterfield & Swire . . . | June 2. |
| | Gibb, Livingston & Co. June 4, at Noon. | |
| | Melchers & C | May 26. |
| | Melchers & Co., | June 4. |
| | Melchers & Co., | June 8. |
| | Butterfield & Swire . . . | June 10. |
| | Hamburg-Am'ka Linie . . . | May 31. |
| | Hamburg-Am'ka Linie . . . | June 14. |
| | P. & O. S. N. Co., | May 18, at 5 p.m. |
| | Butterfield & Swire . . . | May 24. |
| | Butterfield & Swire . . . | June 7. |
| | P. & O. S. N. Co., | May 21, at Noon. |
| | P. & O. S. N. Co., | About May 25. |
| | Gibb, Livingston & Co., . . | About June 11. |
| | Dodwell & Co. Limited . . . | About June 8. |
| | Shewan, Tomes & Co. May 21, at 10 a.m. | |
| | Shewan, Tomes & Co. May 28, at 10 a.m. | |
| | Butterfield & Swire . . . | May 18. |
| | China Com. S. Co., Ltd. May 21, at 4 p.m. | |
| | Dodwell & Co. Limited . . . | About June 2. |
| | Dodwell & Co. Limited . . . | About June 15. |
| | Shewan, Tomes & Co. May 22. | |
| | Arnold, Karberg & Co. May 20. | |
| | Butterfield & Swire . . . | May 18. |
| | P. & O. S. N. Co., | About May 20. |
| | Siemens & Co., | May 21, at 3 p.m. |
| | Sander, Wiedler & Co., . . | May 23, at Noon. |
| | Ford and A. S. Co., . . . | May 24. |
| | Sander, Wiedler & Co., . . | May 20, p.m. |
| | Chin Hai Land Ting Co. 2nd half of May | |
| | Chin Hai Land Ting Co. 1st half of June. | |
| | Oaska Shosen Kaisha . . . | May 18, at 10 a.m. |
| | Oaska Shosen Kaisha . . . | May 22, at 10 a.m. |
| | Oaska Shosen Kaisha . . . | May 23, at 10 a.m. |
| | Oaska Shosen Kaisha . . . | May 29, at 10 a.m. |
| | Douglas Lapsell & Co. May 20, at 11 a.m. | |
| | Butterfield & Swire . . . | May 20. |
| | Dodwell & Co. Limited . . . | May 21. |
| | Canadian P&O R. Co. May 21. | |
| | Canadian P&O R. Co. June 1. | |
| | Canadian P&O R. Co. June 23. | |
| | P. & O. S. N. Co., | About May 20. |

-QUOTATIONS.

17, 1904.)

| of res. | Value. | Paid up. | Closing Quotations. |
|---------|--------|----------|---------------------|
| | | | Cash. |
| 000 | \$ 125 | all | \$664, buyers |
| 000 | | | London, £65 |
| 875 | £ 10 | £ 8 | £38, sales & buyers |
| 850 | £ 10 | £ 8 | £38, sales & buyers |
| 750 | £ 1 | £ 1 | £10 |
| 000 | \$ 250 | \$ 50 | \$205, buyers |
| 000 | \$ 25 | \$ 25 | \$20. |

| | | | | | |
|-----|------|------|---------|------|----------------|
| 000 | \$ | 15 | 2 | 5 | Tls. 65, sales |
| 000 | \$ | 250 | 10 | 0 | \$550, sellers |
| 000 | \$ | 100 | \$ | 60 | \$125, buyers |
| 000 | \$ | 100 | 20 | 0 | \$84, sales |
| 000 | \$ | 250. | 50 | 0 | \$305, buyers |
| 000 | \$ | 50 | all | 0 | \$210, buyers |
| 000 | \$ | 25 | \$ | 25 | \$48, sellers |
| 000 | \$ | 63 | \$ | 63 | \$50, ex div. |
| 000 | Tls. | 100 | Tls.100 | Tls. | 149, buyers |
| 000 | \$ | 50 | \$ | 50 | \$30, buyers |
| 000 | \$ | 50 | all | 0 | \$36, sellers |
| 000 | \$ | 15 | \$ | 15 | \$28, sales |
| 000 | \$ | 2 | all | 0 | \$104, sales |

| | | | | | |
|-----|------|-----|------|-----|----------------------|
| 000 | 0 | 10 | 5 | 10 | \$32, sales & buyers |
| 000 | 0 | 10 | 5 | 10 | \$21, buyers |
| 000 | E | 1 | E | 1 | 278 |
| 000 | E | 1 | E | 10 | \$3.10, sellers |
| 000 | Tls. | 50 | Tls. | 50 | Tls. 35 |
| 000 | Tls. | 50 | Tls. | 50 | Tls. 43, sellers |
| 000 | Tls. | 50 | Tls. | 50 | Tls. 47, sellers |
| 000 | 0 | 100 | a | | \$145 |
| 000 | 0 | 100 | a | | \$10, sellers |
| 000 | Tls. | 50 | T | 50 | Tls. 51, buyers |
| 000 | 0 | 50 | all | | \$103, buyers |
| 000 | Tls. | 100 | Tls. | 100 | Tls. 150, sales |
| 000 | 0 | 100 | 100 | | \$157, buyers |

| | | | | |
|-----|------|-----|--------|--------------------|
| \$ | 11s. | 50 | 11s.50 | 11s. 100s, sellers |
| \$ | 0 | 59 | 50 | \$35, buyers |
| \$4 | 11s. | 25 | 11s.25 | 11s. 10 |
| \$ | 0 | 10 | all | \$11, buyers |
| \$ | 0 | 10 | \$ 2 | \$2, buyers |
| \$ | 0 | 50 | \$ 50 | \$50, buyers |
| \$ | 0 | 100 | all | \$300 |
| \$ | 0 | 11 | \$ 11 | 40 cents, sellers |
| \$ | 0 | 1 | all | 25 cents |
| \$ | 0 | 250 | all | \$300 |
| \$ | 0 | 1 | 11s/10 | \$6, buyers |
| \$ | 0 | 50 | all | \$132, sellers |

| | | | | |
|----|---------|---------|-----|----------------|
| 00 | £ 1.11 | £ 1.50 | all | £ 1.50, buyers |
| 00 | £ 25 | £ 25 | | \$35, sales |
| 00 | £ 10 | all | | \$14, sellers |
| 00 | £ 10 | all | | \$7, buyers |
| 00 | £ 10 | all | | \$150, sales |
| 00 | Tls. 50 | Tls. 50 | | Tls. 115 |
| 00 | £ 10 | £ 10 | | \$13, buyers |
| 00 | £ 10 | £ 5 | | \$7, sales |
| 00 | £ 10 | £ 10 | | \$20, sales |
| 04 | £ 12/6 | £ 12/6 | | \$5, sellers |
| 04 | £ 10 | £ 10 | | \$10, buyers |
| 04 | £ 10 | £ 10 | | \$210, buyers |

| | | | | |
|---|---|---------|---------|-----------------|
| 0 | 0 | 75 | all | \$14, buyers |
| 0 | 0 | 25 | all | \$812, buyers |
| 0 | 0 | 20 | E 20 | Tia 400 |
| 0 | 0 | 5 | 5 | \$1, sellers |
| 0 | 0 | 50 | all | \$140, sellers |
| 0 | 0 | 10 | \$ 10 | \$14, sellers |
| 0 | 0 | Tia 50 | Tia 50 | Tia 83, sellers |
| 0 | 0 | Tia 75 | Tia 75 | Tia 25 |
| 0 | 0 | Tia 100 | Tia 100 | Tia 524 |
| 0 | 0 | Tia 500 | Tia 00 | Tia 170 |
| 0 | 0 | \$ 10 | \$ 10 | \$8, sales |
| 0 | 0 | \$ 12 | \$ 12 | \$10, buyers |
| 0 | 0 | \$ 10 | \$ 10 | \$7 |

| | | | |
|---|-----|------|---------------|
| 0 | 10 | 10 | \$10, buyers |
| 0 | 00 | 50 | \$50 |
| 0 | 10 | 0 | \$10, Nominal |
| 0 | 10 | 10 | \$20, sellers |
| 0 | 500 | 5 50 | \$500 |

| Bus. | Interest | Quotation |
|------|-----------|-----------|
| 2507 | % p. annu | Par |

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